

## **Editorial What Totals Complete Aviation Education?**

It seems that everyone interested in aviation and national defense has selected and propounded a reason for the present apathy of the American youth to volunteer for flight training in the armed services or enter into any program that would lead to a career in aviation. All of the reasons propounded are slightly or wholly different. All of those giving reasons are also suggesting solutions to the problem, all of them again partially or wholly different. There is no reason to endeavor to list the reasons or the solutions suggested here, but it is sufficient to point out that they are by the recognized aviation authorities of the nation: the CAA, U. S. Office of Education, Aviation Magazines, Aviation Departments of our schools and colleges, industry organizations, special groups of leaders organized or appointed for the purpose of investigating and recommending, researchers employed by industry for the same purpose and many top military and industry individuals.

THE CAUSE FOR THE SITUATION, as determined by each of these people or groups, is not questioned for they are "in the know," but we feel that the real reason can only be found in the sum total of all or most of the reasons propounded, much as the accountant finds a total by adding the column. The total, we are sure, would reflect an urgent need for a full rounded all inclusive program of public relations and a program of opportunity that would have a phase of appeal for each age group and each segment of personal interest throughout the land.

THE SOLUTIONS SUGGESTED, it appears, (without one that seems almost impossible to impress on those in authority,) would by no means total to a balance with the reasons or the need. As far as can be learned, with limited means, all suggested solutions recommend more and more printed literature and practically nothing else. A total of the column of suggestions would call for more pamphlets, booklets, text books, tours thru airliners and movie travelogues advertising air tours. While only one recent improvement on the above program, that of urging the establishment of scholarships in aviation studies, has come to our attention, several programs for publishing more literature have been announced, notably among these is the Aviation Industries Association's grant of \$25,000.00 to the National Aviation Education Council for the support of a continuing, long-range well planned program of aviation education in the nation's schools and colleges."

It is not the intention of these remarks to criticize the existing or these new efforts, and if the opinions expressed are in error we will be pleased, but it is our intention to endeavor to point out the apparent "one sidedness" of the current effort in the hope that modifications will be made that will produce results in every quarter.

There is no question of the value of promoting aviation with the use of printed literature and moving pictures in the adult field, certainly there is no better method but should the programs be limited to this alone, and should there be still more literature published when there is more than an army can now read. If the Aviation Education Council project will include screening all that is already published and assembling it into more practical, concise and convenient form, then a great deal will be accomplished for the benefit of those adults who would educate or be educated in aviation. The same would apply to lesser extent for the benefit of the youth.

But what about the boy or girl, or young man or young lady who would become interested in aviation as a hobby or career, but who is already far too overloaded with text books, studies and required reading, or if not that, temporarily too "burnt out" on such things to accept that approach. A complete list of suggestions, one that would make a balance with the total of reasons for apathy, would include suggestions that would fill the need in this field.

THE APPROACH FOR THESE PEOPLE, THE AMERICAN YOUTH, IS THRU AN OPPORTUNITY TO FLY—to get a taste of the exciting phase of aviation—the pleasure of aviation. They are crammed to overflowing with studies, printed information, books and anything that smacks of more study. They are interested in recreation, not more study. They may have learned of the merits of careers in aviation thru "aviation education in the nation's schools and colleges" and may have been well impressed with it at the time, but if at the crucial time they are attracted to another activity BECAUSE IT IS EXCITING and is WITHIN THEIR FINANCIAL REACH, then aviation's chances to get them is reduced immeasurably or completely lost.

While a complete aviation education program, one that would be complete because it included AN OPPORTUNITY TO FLY would be a huge and expensive program, it would not be as great as many programs conducted by many other industries to popularize their products. Financial support of one good national recreation-training program annually, would not exceed the cost of one radio or television series and one series of ads in a large national magazine and might well produce results worth a hundred times as much, under existing circumstances.

Governments and aviation industries of other countries of the world have and are taking advantage of gliding and soaring to provide this need, because of its low cost and its quality of training and because of existing gliding and soaring organizations. Results have been in proportion to the encouragement and support given the organizations. There is no doubt that the same would be true in our own country, and no aviation education program, whether by industry or government, that is intended to produce maximum results should overlook the possibility.